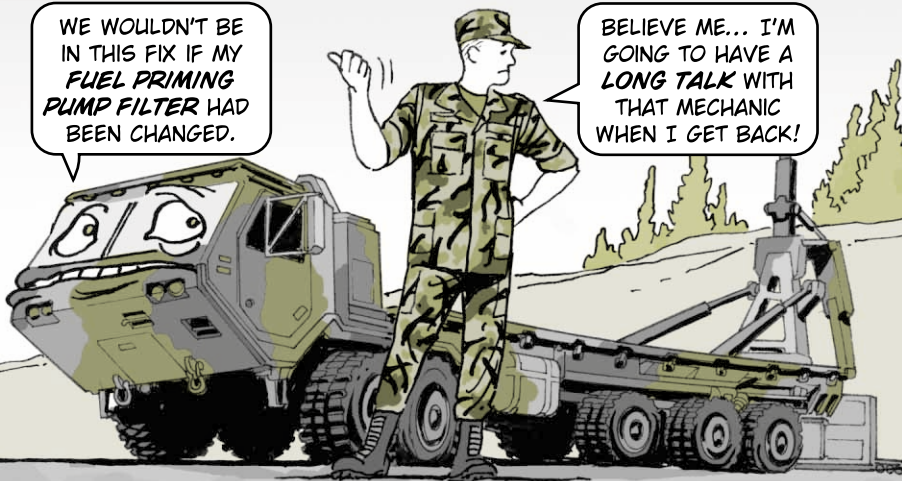


Fuel Filter Follies

WE WOULDN'T BE
IN THIS FIX IF MY
**FUEL PRIMING
PUMP FILTER** HAD
BEEN CHANGED.

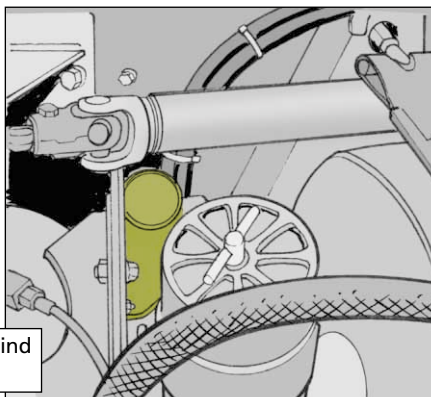
BELIEVE ME... I'M
GOING TO HAVE A
LONG TALK WITH
THAT MECHANIC
WHEN I GET BACK!



Mechanics, dirty fuel is no laughing matter. Just ask any PLS driver who's been stuck in the boonies with a truck that won't run.

The fuel/water separator filter and the secondary fuel filter usually aren't any trouble. They always seem to get replaced when necessary.

Not so with the electric priming pump, NSN 2910-01-408-1530, that's used for pressurizing the fuel system. Because the pump sits out of sight behind the fuel/ water separator, it's often overlooked when it comes to maintenance.



Priming pump is hidden behind
fuel/water separator

If the filter clogs, fuel flow is interrupted and the engine runs rough or not at all. Even worse, a clogged filter can make the pump seize and burn up.

So change the filter, NSN 4310-01-286-4680, annually or every 6,000 miles, whichever comes first. You'll find the replacement procedures on Page 4-6 of TM 9-2320-364-20-4.